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Kathy Donnelly, P.E.
San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101

**Subject: Sabre Springs/Peñasquitos Bus Rapid Transit Center Addendum
to the Sabre Springs Transit Center Final Initial Study/Mitigated
Negative Declaration**

Dear Ms. Donnelly:

In accordance with the California Environmental Quality Act (CEQA), an Addendum to the Sabre Springs Transit Center Final Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Sabre Springs/Peñasquitos Bus Rapid Transit Center.

Review of the previously approved Sabre Springs Transit Center Final IS/MND reveal that no new significant environmental impacts or substantial increase in the severity of previously identified significant environmental impacts would occur as a result of the proposed modifications to the Sabre Springs/Peñasquitos Bus Rapid Transit Center. Therefore, the attached Addendum to the Sabre Springs Transit Center Final IS/MND has been prepared to provide environmental clearance of the revised project under CEQA. The Addendum provides substantial evidence for SANDAG records to support the preparation of an Addendum for the project modifications. No additional environmental analysis or review, pursuant to CEQA, is required for the proposed project modifications.

Sincerely,

David W. Claycomb, AICP
Chief Executive Officer

Enclosure: Addendum to the Sabre Springs Transit Center Final IS/MND

**ADDENDUM TO THE
SABRE SPRINGS TRANSIT CENTER
FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
DECEMBER 2004**

The San Diego Association of Governments (SANDAG), which has assumed project planning responsibilities formerly carried out by the Metropolitan Transit Development Board (MTDB), proposes to modify plans for the construction of the Sabre Springs/Peñasquitos Bus Rapid Transit Center Project, as described in the Sabre Springs Transit Center Final Initial Study/Mitigated Negative Declaration (Final IS/MND) approved in October 2002. The purpose of this Addendum is to provide environmental clearance by SANDAG for the proposed project modifications to the Sabre Springs Transit Center Project (herein named Sabre Springs/Peñasquitos Bus Rapid Transit [BRT] Center, or proposed project) under the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et. seq.). This Addendum describes the proposed project, summarizes existing CEQA documentation, discusses proposed modifications to the Sabre Springs/Peñasquitos BRT Center Project, addresses appropriate CEQA documentation for the proposed project modifications, evaluates project-specific environmental impacts, and makes a determination that an addendum is the appropriate level of CEQA documentation for the proposed project modifications.

Project Description

Environmental Setting

The proposed project consists of the development of a 5.64-acre transit center located in the community of Sabre Springs within the City of San Diego (Figure 1). The project site is located within a mixed-use area bound by Ted Williams Parkway (also serves as State Route 56) to the north, Sabre Springs Parkway to the east, Evening Creek Drive to the south, and Chicarita Creek to the west (Figure 2). The site consists of a graded pad partially developed with a park-and-ride facility, manufactured slopes immediately south of Ted Williams Parkway, and a narrow segment that extends from the northwestern corner of the park-and-ride lot westerly within the manufactured slopes adjacent to Ted Williams Parkway and the Interstate 15 (I-15) off-ramp to accommodate a proposed access road. The majority of the site is relatively level at an elevation of approximately 540 feet above mean sea level (AMSL), with the exception of the noted manufactured slopes and narrow westerly segment, which lie at elevations ranging from approximately 525 to 570 feet AMSL. Existing on-site improvements include an approximately 1.3-acre paved park-and-ride lot that accommodates approximately 117 vehicles, a paved access road that traverses the site and connects the park-and-ride lot with Evening Creek Drive, four overhead light standards, chain link fencing along the western project boundary, a concrete swale at the southwest corner of the existing park-and-ride lot that conveys flows into an off-site detention basin to the west, a storm drain in the southern portion of the site along the west side of the access road approximately 100 feet from Evening Creek Drive, and several eucalyptus trees and slope plantings along the northern and eastern project perimeters. Construction of the proposed project would require removal of the asphalt park-and-ride lot and access road, the overhead light standards, and some eucalyptus trees. Existing access to the site is provided via Evening Creek Drive.

Land uses in the project vicinity include Ted Williams Parkway, Carmel Mountain Ranch Community Park, and commercial retail to the north; Sabre Springs Parkway and multi-family residential homes (Evening Creek Apartments) to the east; single-family residential homes to the southeast; Evening Creek Drive and a commercial office building to the south; and an open space easement (owned by the City of San Diego) traversed by Chicarita Creek, two six-story commercial office buildings with an associated three-level parking garage, and I-15 to the west (Figure 2).

Project Characteristics

The proposed transit center would consist of ten bus bays, an approximately 200-vehicle park-and-ride lot, a kiss-and-ride drop-off area, a bicycle/pedestrian path, a communications building, transit-related furnishings, and an access road connecting the transit center to I-15 (Figure 3). Caltrans would build the access road, which would connect to a proposed Direct Access Ramp (DAR) to be constructed in conjunction with the Caltrans' I-15 Managed Lanes project. The DAR would provide direct access to and from I-15 high occupancy vehicle (HOV) lanes and is not part of the proposed project. Caltrans would also construct a proposed bicycle/pedestrian path, which would consist of a 12-foot-wide, asphalt concrete path immediately south of Ted Williams Parkway, extending along the I-15 off-ramp and terminating at Sabre Springs Parkway. A passenger platform area with eight bus bays (six standard and two articulated) would be located in the northwestern portion of the facility and another passenger platform with two pull-through standard bus bays would be located along the access off of Sabre Springs Parkway to accommodate local bus routes. A park-and-ride lot would be located east of the main bus area and would provide approximately 200 parking spaces (including six ADA-accessible spaces). Pedestrian crossings and curb ramps would be provided to connect the passenger platform areas with the park-and-ride lot. A kiss-and-ride drop-off area would be provided along the west side of an internal roadway. An approximately 225-square foot communications building would be constructed as part of the facility and would house communication equipment, a mechanical equipment room, and a private restroom. The building would consist of concrete masonry with a sloped, metal roof and would be 8 to 12 feet above grade. Transit furnishings would include canopies and benches within the main platform area. Overhead lighting would also be installed, where appropriate, to provide adequate lighting during early morning and nighttime operations. A retaining wall would be constructed by Caltrans along the north side of the proposed access road from the transit center to the DAR. The wall would vary in height with a maximum of 26 feet and would be cast-in-place (Caltrans Type 1) with an architectural finish.

Proposed landscaping improvements would include installation of trees, shrubs, and turf along the transit center perimeter and within select areas within the facility. Trees would be planted along the western boundary of the transit center, at the main entry along Sabre Springs Parkway, and within the park-and-ride lot. These areas would be supplemented with various shrubs and grasses consistent with the landscape concept plan. Proposed hardscape improvements would consist of an entry monument at the main access off Sabre Springs Parkway, sidewalks, curbs and gutters, enhanced paving in select areas, planters, and signage. In addition, a four-foot-high steel picket fence would be constructed along the western boundary of the transit station to channel pedestrians to crosswalks.

Proposed circulation improvements would include provision of two vehicular access points; installation of a traffic signal at the intersection of the Sabre Springs Parkway and the transit center; installation of a traffic signal interconnect system on Sabre Springs Parkway between Ted Williams Parkway and Evening Creek Drive; modifications to the existing median on Sabre Springs Parkway at the proposed transit center access point; provision of several vehicular travel lane configurations at the proposed access points and within the transit center; and construction of an access road between the transit

center and I-15 (see Figure 3). Access to the transit center would be provided from Sabre Springs Parkway and Evening Creek Drive. The Sabre Springs Parkway access point would include four travel lanes that would connect Sabre Springs Parkway with a proposed central internal intersection and would consist of one westbound right-turn lane (with a right-turn access into the park-and-ride lot), one westbound left-turn lane, one eastbound left-turn lane, and one shared eastbound left/right-turn lane. A traffic signal would be installed at this access point and an approximately 100-foot-long section of the existing median in Sabre Springs Parkway would be modified to allow for outbound vehicles to travel northerly on Sabre Springs Parkway. The proposed access point at Evening Creek Drive would include two travel lanes consisting of one northbound and one southbound lane that would connect Evening Creek Drive to the proposed central internal intersection. Proposed internal vehicular circulation would be routed to/from these access points along a central roadway and directed to either the park-and-ride lot, the bus areas, or the access road. A central internal, four-way, stop-controlled intersection would include a southbound left-turn lane, a southbound through lane, a westbound left-turn lane, a westbound right-turn lane, a northbound through/right-turn lane, and a transit only eastbound through/right-turn/left-turn lane. An access road would be constructed by Caltrans to connect the proposed transit center with the I-15 HOV lanes. The access road would extend approximately 1,750 linear feet westerly and southwesterly from the northwestern portion of the facility along the slopes adjacent to Ted Williams Parkway and the I-15 off-ramp, and would include two 12-foot travel lanes within a 45-foot roadway easement.

Proposed utility improvements would include construction of storm drain facilities and lateral connections to existing utility lines within Sabre Springs Parkway. Runoff within the transit center would generally flow westerly toward Chicarita Creek and would be conveyed through a series of proposed and existing storm drain inlets and pipelines. Potable water and sewer service would be provided to the proposed communications building via extensions from the existing 16-inch-diameter water and 8-inch-diameter pipelines within Sabre Springs Parkway. Reclaimed water for irrigation would also be provided by a lateral from the existing line within the median on Sabre Springs Parkway.

Project construction is anticipated to take approximately seven months and would be scheduled to begin outside of the bird breeding season (February 15 through August 31). Clearing, grading and site preparation activities would occur December 2006 through January 2007 and finish construction would occur February through June 2007. Construction of the access road and pedestrian/bicycle path by Caltrans would coincide with construction of the Caltrans DAR as part of their I-15 Managed Lanes project. The proposed Sabre Springs/Peñasquitos Bus Rapid Transit Center is scheduled to be operational by December 2007, coinciding with the opening of the I-15 Managed Lanes project.

Summary of Existing CEQA Documentation

In January 2002, MTDB completed a Draft IS/MND for the Sabre Springs/Peñasquitos BRT Center Project and adopted the Final IS/MND in October 2003 to fulfill the project requirements under CEQA. The Final IS/MND addressed potential environmental effects of the project with regard to the following issues: (1) aesthetics; (2) agriculture resources; (3) air quality; (4) biological resources; (5) cultural resources; (6) geology and soils; (7) hazards and hazardous materials; (8) hydrology and water quality; (9) land use and planning; (10) mineral resources; (11) noise; (12) population and housing; (13) public services; (14) recreation; (15) transportation/traffic; and (16) utilities and service systems.

Potentially significant impacts were identified in the Final IS/MND for the Sabre Springs/Peñasquitos BRT Center Project relating to the following issues: biological resources, geology and soils, hazards

and hazardous waste, and hydrology and water quality. All potentially significant impacts would be reduced to less than significant levels with the implementation of mitigation measures identified in the Final IS/MND.

Proposed Modifications to the Sabre Springs/Peñasquitos BRT Center Project

This addendum addresses proposed modifications to the design of the Sabre Springs/Peñasquitos BRT Center. The proposed modifications would include a reconfiguration of the layout of the BRT Center, the addition of a bicycle/pedestrian path, the addition of a proposed communications building, and off-site roadway improvements to Sabre Springs Parkway.

BRT Center Layout Modifications

Proposed modifications to the layout of the BRT Center include reconfiguration of the park-and-ride lot, bus platform areas, internal circulation routes, and the kiss-and-ride drop-off area.

The BRT Center, as described in the Final IS/MND, included a park-and-ride lot in the western portion of the site and a bus platform area in the eastern portion of the property, adjacent to Sabre Springs Parkway (Figure 4). The proposed BRT Center has been modified such that the locations of these two components of the project have switched. The park-and-ride lot would be located in the eastern portion of the transit center and the bus platform area would be located in the western portion of the transit center. The BRT Center, as described in the Final IS/MND, would include another bus platform area with two pull-through bus bays along the internal roadway. These two bus bays have been relocated along the south side of the access off Sabre Springs Parkway.

Internal circulation routes within the transit center have been modified to accommodate the reconfigured BRT Center. The central internal roadway described in the Final IS/MND extended northeasterly from Evening Creek Drive to the DAR access road in a relatively linear alignment (Figure 4). The alignment of this roadway has been modified to extend northeasterly from Evening Creek Drive to the internal intersection and then northerly to the DAR access road. Due to the relocation of the park-and-ride lot in the eastern portion of the BRT Center, an exclusive right-turn access into the park-and-ride lot would be provided along the main BRT Center access off of Sabre Springs Parkway.

The location of the kiss-and-ride drop-off area was shown in the Final IS/MND within the park-and-ride lot in the western portion of the site (Figure 4). The proposed BRT Center also would include a kiss-and-ride drop-off area; however, it would be located along the west side of the central internal roadway, just south of the internal intersection.

Bicycle/Pedestrian Path

At the request of the City of San Diego, Caltrans would construct a bicycle/pedestrian path within the manufactured slopes adjacent to the south side of Ted Williams Parkway as part of their I-15 Managed Lanes Project. The path would extend from the I-15 off-ramp to Sabre Springs Parkway immediately adjacent to the proposed retaining walls along the DAR access road and would be separated from Ted Williams Parkway by a concrete barrier. The bicycle/pedestrian path would be 12 feet wide, paved with asphalt concrete and would include a fence along the southern side.

Communications Building

As described in this document, a communications building is proposed as part of the BRT Center, which was not included as a project feature in the Final IS/MND. The proposed building would encompass approximately 225 square feet and would include communication equipment, a mechanical equipment room, and a private restroom facility. The building would consist of concrete masonry with a sloped, metal roof and would be 8 to 12 feet above grade.

Off-site Road Improvements to Sabre Springs Parkway

Off-site road improvements to Sabre Springs Parkway would include modification of the existing median in the portion of the roadway adjacent to the project site and installation of a traffic signal interconnect system between Ted Williams Parkway and Evening Creek Drive. The proposed road improvements would accommodate the proposed signalized intersection of Sabre Springs Parkway and the transit center access. An approximate 100-foot section of the existing median within Sabre Springs Parkway, adjacent to the proposed access, would be modified to provide an opening for outbound vehicles. Outbound motorists would have the option of turning left onto northbound Sabre Springs Parkway. In addition, a traffic signal interconnect system would be installed on Sabre Springs Parkway, between Ted Williams Parkway and Evening Creek Drive to coordinate signal phasing and timing along the roadway. Installation of this traffic signal interconnect system would require excavation of a narrow trench along the curb completely within the existing right-of-way.

All other project characteristics, as described above under Project Description, are generally consistent with those described in the Final IS/MND.

Appropriate CEQA Documentation for the Proposed Project Modifications

In accordance with Section 15164(b) of the State CEQA Guidelines, "An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred." Specifically, these conditions include:

1. Substantial changes are proposed in the project which will require major revisions of the negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted such that, the project will have one or more significant effects not discussed in the negative declaration, significant effects previously examined will be substantially more severe than shown in the negative declaration, mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative, or mitigation measures or alternatives which are considerably different

from those analyzed in the negative declaration would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative.

In order to determine that an addendum is the appropriate CEQA document for the proposed project, SANDAG, as lead agency, must make a finding that changes to the Final IS/MND are necessary, but the proposed project would not result in any new significant adverse effects or a substantial increase in the severity of previously identified significant effects.

Environmental Analysis

As previously stated, potentially significant impacts were identified in the Final IS/MND with respect to biological resources, geology and soils, hazards and hazardous materials, and hydrology and water quality. Implementation of the mitigation measures identified in the Final IS/MND would reduce these potentially significant impacts to below a level of significance. These mitigation measures, as applicable, would be incorporated into the proposed project. The proposed modifications to the Sabre Springs/Peñasquitos BRT Center Project, as described above, would not result in any new significant impacts, nor would they substantially increase the severity of previously identified impacts. This determination is based, in part, on the following analysis.

Biological Resources

The Final IS/MND concluded that construction of the Sabre Springs/Peñasquitos BRT Center would result in direct and indirect impacts to sensitive biological resources. Specifically, the project, as identified in the Final IS/MND, would directly impact habitat assumed to be occupied by the federally listed threatened coastal California gnatcatcher (*Poliophtila californica californica*), as well as habitat with potential to support nesting raptors. Direct impacts to non-native grassland were also identified in the Final IS/MND. Potential indirect impacts identified in the Final IS/MND include those to the gnatcatcher resulting from construction noise, and the introduction of invasive plant species adjacent to Chicarata Creek. Mitigation is identified in the Final IS/MND, which would reduce these potentially significant direct and indirect impacts to below a level of significance.

As described in the Final IS/MND, the on-site Diegan coastal sage scrub was assumed to be occupied by the gnatcatcher. Subsequent to adoption of the Final IS/MND, protocol surveys were conducted in May and June 2003 within and adjacent to the project site to determine the absence or presence of the gnatcatcher. Surveys were conducted in conjunction with an informal Section 7 consultation, pursuant to the federal Endangered Species Act of 1973 (ESA), between the Federal Transit Administration ([FTA] acting as the federal signatory agency on behalf of SANDAG) and the U.S. Fish and Wildlife Service (USFWS) as part of the NEPA process for the project. No gnatcatchers were observed during the protocol surveys. Thus, project construction would not result in a “take” (as defined by the federal ESA) of this sensitive animal species as previously identified in the Final IS/MND. Therefore, no direct impacts to the gnatcatcher would occur due to implementation of the modified project.

The proposed modifications would result in an increase in direct impacts to sensitive vegetation communities. Direct impacts to sensitive vegetation communities identified in the Final IS/MND include 0.68 acre of disturbed Diegan coastal sages scrub (CSS) and 0.28 acre of non-native grassland. Impacts to these vegetation communities are considered significant and mitigation is identified in the Final IS/MND. With the addition of the proposed bicycle/pedestrian path and associated grading

within the manufactured slopes adjacent to Ted Williams Parkway and the I-15 off-ramp, direct impacts to these same sensitive vegetation communities would increase to 1.55 acres of CSS and 1.35 acres of non-native grassland (Figure 5). These associated increases would not constitute new significant impacts to sensitive vegetation communities since impacts would occur to the same vegetation communities identified in the Final IS/MND. The mitigation requirements, as identified in the Final IS/MND, however, would increase due to the additional project impacts. These revised mitigation measures are described as follows:

Impacts to 1.55 acres of Diegan coastal sage scrub (CSS) shall be mitigated through one of the following: (1) off-site acquisition of 1.55 acres of CSS in an approved mitigation bank within the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program (MSCP); (2) off-site acquisition of 2.33 acres of CSS in an approved mitigation bank outside the MHPA; or (3) payment of funds into the City of San Diego's Habitat Acquisition Fund sufficient to purchase 1.55 acres of CSS.

Impacts to 1.35 acres of non-native grassland shall be mitigated through one of the following: (1) off-site acquisition of 0.68 acre of non-native grassland in an approved mitigation bank within the MHPA of the City of San Diego's MSCP; (2) off-site acquisition of 1.35 acres of non-native grassland in an approved mitigation bank outside the MHPA; or (3) payment of funds into the City of San Diego's Habitat Acquisition Fund sufficient to purchase 1.35 acres of non-native grassland.

As stated above, the increase in direct impacts to sensitive vegetation communities resulting from the proposed modifications would not be considered a new significant impact since impacts to both sensitive vegetation communities were previously identified in the Final IS/MND. Moreover, the extent of the impacts would not represent a substantial increase in the severity of previously identified significant impacts. Mitigation, as identified above, would reduce significant direct impacts to sensitive vegetation communities to below a level of significance. All other mitigation measures pertaining to biological resources identified in the Final IS/MND would remain applicable and would be implemented as required.

Geology and Soils

The Final IS/MND concluded that the Sabre Springs/Peñasquitos BRT Center could result in potentially impacts related to soil erosion. Erosion potential within the site is considered generally low; however, given the proposed construction within the manufactured slopes adjacent to Ted Williams Parkway and the I-15 off-ramp, as well as the site's close proximity to Chicarita Creek, soil erosion impacts with respect to water quality would be potentially significant. Mitigation identified in the Final IS/MND would require incorporation of erosion control and slope stabilization measures, particularly along the noted slopes. Implementation of such measures would reduce erosion impacts to below a level of significance.

Consistent with the conclusions in the Final IS/MND, the proposed project, as modified, would not result in significant soil erosion impacts. The proposed modifications would increase the development footprint within the manufactured slopes adjacent to Ted Williams Parkway and the I-15 off-ramp due to the addition of the proposed bicycle/pedestrian path. However, the same erosion control and slope stabilization measures (i.e., slope plantings, use of mulch, mats and/or geotextiles) would be incorporated into the design. Thus, the proposed project would not substantially increase the severity of erosion impacts previously identified in the Final IS/MND, nor would it result in any new significant environmental impacts related to geology and soils.

Hazards and Hazardous Materials

The Final IS/MND concluded that the Sabre Springs/Peñasquitos BRT Center could result in potentially significant hazardous materials impacts during construction of the project. Project construction would require the use of construction-related hazardous materials, such as fuels, which could result in potentially significant environmental impacts through accidental discharge during storage, vehicle operation, or maintenance. These potential impacts would be associated primarily with water quality concerns due to the proximity of Chicarita Creek. Mitigation identified in the Final IS/MND would require measures to ensure proper use, handling, and storage of construction-related hazardous materials, including designated locations for vehicle fueling and maintenance, as well as preparation of a spill avoidance and contingency plan.

The proposed modifications to the Sabre Springs/Peñasquitos BRT Center would not increase the potential for accidental discharges of construction-related hazardous materials. The distance between the project site and Chicarita Creek would essentially remain the same, and the mitigation measures identified in the Final IS/MND would be implemented to ensure significant environmental impacts associated with hazardous materials would be less than significant. The proposed project would not substantially increase the severity of hazardous materials impacts previously identified in the Final IS/MND, nor would it result in new significant environmental hazardous materials impacts.

Hydrology and Water Quality

The Final IS/MND concluded that the Sabre Springs/Peñasquitos BRT Center would result in potentially significant water quality impacts related to drainage and runoff. Potential water quality impacts associated with the project would include short-term, construction-related erosion/sedimentation, and long-term operational storm water discharge. Short-term, construction-related water quality impacts would be mitigated through procurement of a National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit (Construction Permit, NPDES No. CAS000002). Specific conformance requirements include implementation of an approved Storm Water Pollution Prevention Plan (SWPPP) and monitoring program, with these plans identifying detailed measures to prevent the control of off-site discharge of contaminants (including sediment) in storm water runoff. Implementation of an approved SWPPP would mitigate potential short-term erosion and sedimentation impacts. Long-term water quality impacts would be mitigated through compliance with NPDES guidelines for municipal storm water runoff in accordance with the San Diego Regional Water Quality Control Board Order No. 2001-01 and the City of San Diego's Standard Urban Stormwater Mitigation Practices. This Order requires that pollutant discharges and runoff from development are reduced to the maximum extent practicable and that receiving water quality objectives are not violated throughout the life of the project through implementation of source control and structural post-construction best management practices (BMPs). The Final IS/MND also includes mitigation requiring incorporation of post-construction BMPs into the project design to minimize water quality impacts to Chicarita Creek and downstream receiving waters.

The proposed modifications would not substantially alter runoff volumes, rates, or drainage patterns from those anticipated in the Final IS/MND. The development footprint would essentially remain the same with the exception of the addition of the proposed bicycle/pedestrian path, which would incrementally increase impervious surfaces and associated runoff. The associated impacts and mitigation identified in the Final IS/MND, therefore, would not change as a result of the proposed modifications. Implementation of mitigation measures regarding water quality identified in the Final

IS/MND would reduce potentially significant water quality impacts to below a level of significance. Therefore, construction and operation of the proposed project, as modified, would not result in any new significant water quality impacts, nor would it substantially increase the severity of water quality impacts previously identified in the Final IS/MND.

Determination of Appropriate CEQA Documentation

The following discussion lists the appropriate subsections of Sections 15162 and 15164 of the State CEQA Guidelines and provides justification for SANDAG to make a determination, based on the environmental analysis above, of the appropriate CEQA document for the proposed project.

Section 15162 - Subsequent EIRs and Negative Declarations

- (a) “When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one of more of the following:”
 - (1) “Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;”

SANDAG proposes to modify the design of the Sabre Springs/Peñasquitos BRT Center, as described in the Final IS/MND, by redesigning the layout of the facility, constructing off-site road improvements to Sabre Springs Parkway, constructing a bicycle/pedestrian path, and a communications building. The location of the project has not changed and therefore, the existing conditions discussions contained in the Final IS/MND continue to apply and the impacts assessed are substantially similar. No new significant impacts, nor substantial increase in the severity of previously identified significant impacts, are identified in comparison to those described in the Final IS/MND.

- (2) “Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or”

No changes have occurred with respect to the project’s circumstances. The proposed project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- (3) “New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) “The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;”

No new significant environmental effects were identified compared to those identified in the adopted Final IS/MND.

- (B) "Significant effects previously examined will be substantially more severe than shown in the previous EIR;"

Significant project-related effects previously examined would not be substantially more severe as a result of the proposed modifications than were disclosed in the Final IS/MND. Potentially significant impacts associated with biological resources (indirect impacts), geology and soils, hazards and hazardous materials, and hydrology and water quality could be mitigated to less than significant levels through the implementation of proposed mitigation measures identified in the Final IS/MND. Potentially significant direct impacts to biological resources would increase; however, the increase would not be substantial in comparison to the impacts identified in the Final IS/MND. Revised mitigation measures are identified in this Addendum that would reduce potentially significant direct impacts to biological resources to below a level of significance. Implementation of the proposed project, therefore, would not substantially increase the severity of these impacts.

- (C) "Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or"

No mitigation measures were previously found to be infeasible in the adopted Final IS/MND. No alternatives were analyzed in the Final IS/MND.

- (D) "Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

All mitigation measures identified in the Final IS/MND would be implemented as required. Impacts to biological resources (direct impacts to sensitive vegetation communities) would increase thus resulting in an increase in identified mitigation requirements to Diegan coastal scrub and non-native grassland. The modified mitigation measures would not be considerably different from those identified in the Final IS/MND since no new impacts would occur, only an increase in previously identified impacts. No alternatives were analyzed in the Final IS/MND.

- (b) "If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation."

Subsequent to adoption of the Final IS/MND for the Sabre Springs/Peñasquitos BRT Center Project in October 2002, revisions were made to the project design. These modifications would not result in any new significant environmental effects, nor would they increase the severity of significant effects previously identified in the Final IS/MND. None of the conditions listed under subsection (a) would occur that would require preparation of a subsequent negative declaration.

- (c) “Once a project has been approved, the lead agency’s role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.”

None of the conditions listed in subsection (a) would occur under the proposed project.

Section 15164 - Addendum to an EIR or Negative Declaration

- (a) “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

This section of the State CEQA Guidelines does not apply to the proposed project, as an EIR was not prepared for the Sabre Springs/Peñasquitos BRT Center Project.

- (b) “An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.”

Minor changes and additions to the adopted Final IS/MND are necessary; however, none of the conditions described in Section 15162 calling for preparation of a subsequent EIR would occur as a result of the proposed modifications. Therefore, an addendum to the adopted Final IS/MND is the appropriate CEQA document for the proposed project modifications.

- (c) “An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.”

This Addendum shall be attached to the Final IS/MND and maintained in the administrative record files at SANDAG.

- (d) “The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.”

SANDAG will consider this Addendum with the Final IS/MND prior to making a decision on the proposed project.

- (e) “A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.”

This document provides substantial evidence for SANDAG records to support the preparation of this Addendum for the proposed project.

Conclusion

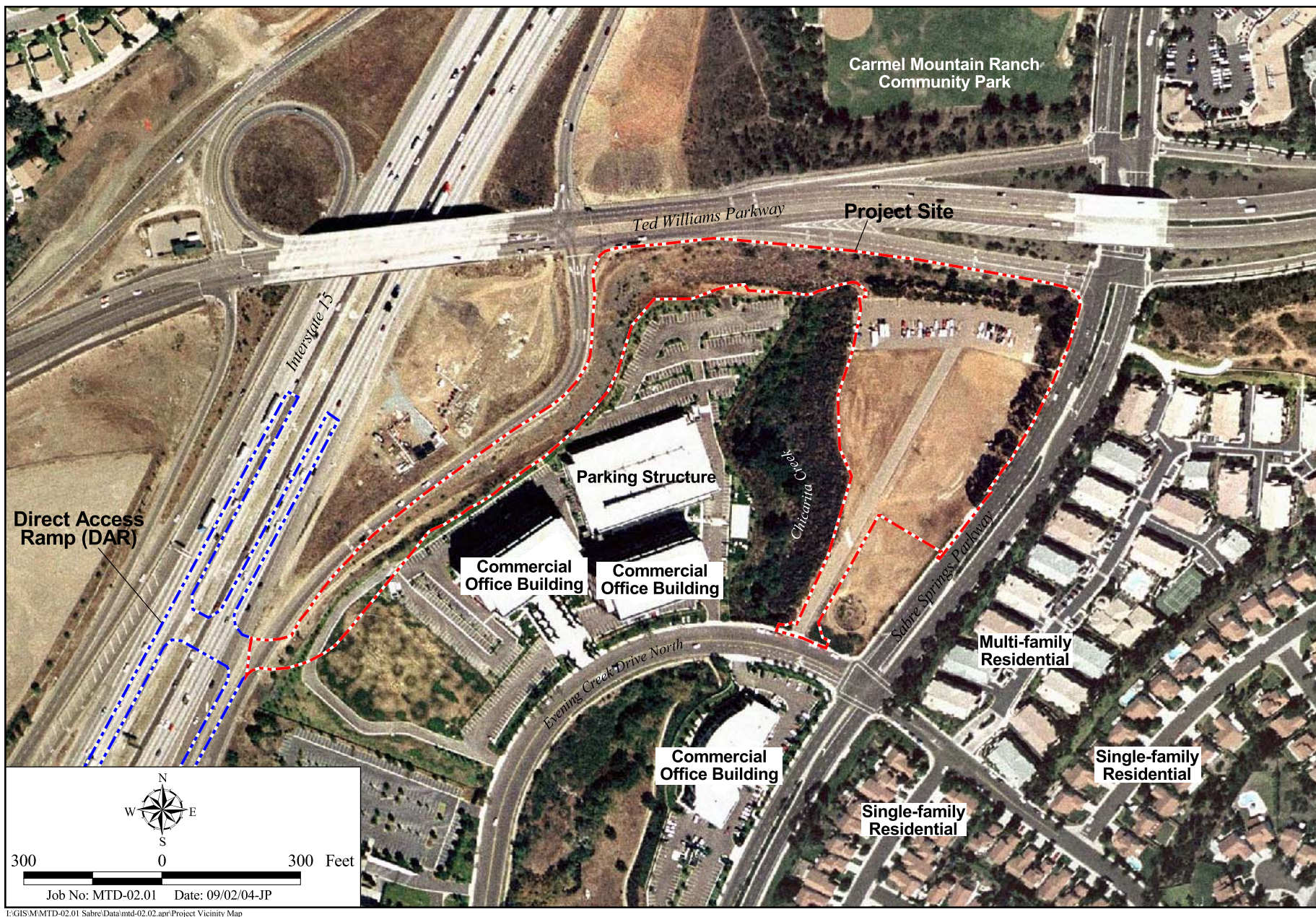
This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines and documents that none of the conditions or circumstances that would require preparation of a subsequent EIR or negative declaration, pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, exists in connection with the currently proposed project. No major revisions would be required to the Final IS/MND as a result of the proposed modifications. No new significant environmental impacts have been identified; neither was a substantial increase in the severity of previously identified impacts assessed. Therefore, preparation of a subsequent EIR or negative declaration is not required and the appropriate CEQA document for the proposed project is this *Addendum to the Sabre Springs Transit Center Final IS/MND*. No additional environmental analysis or review is required for the proposed project modifications. This document will be maintained in the administrative record files at SANDAG offices.



Regional Location Map

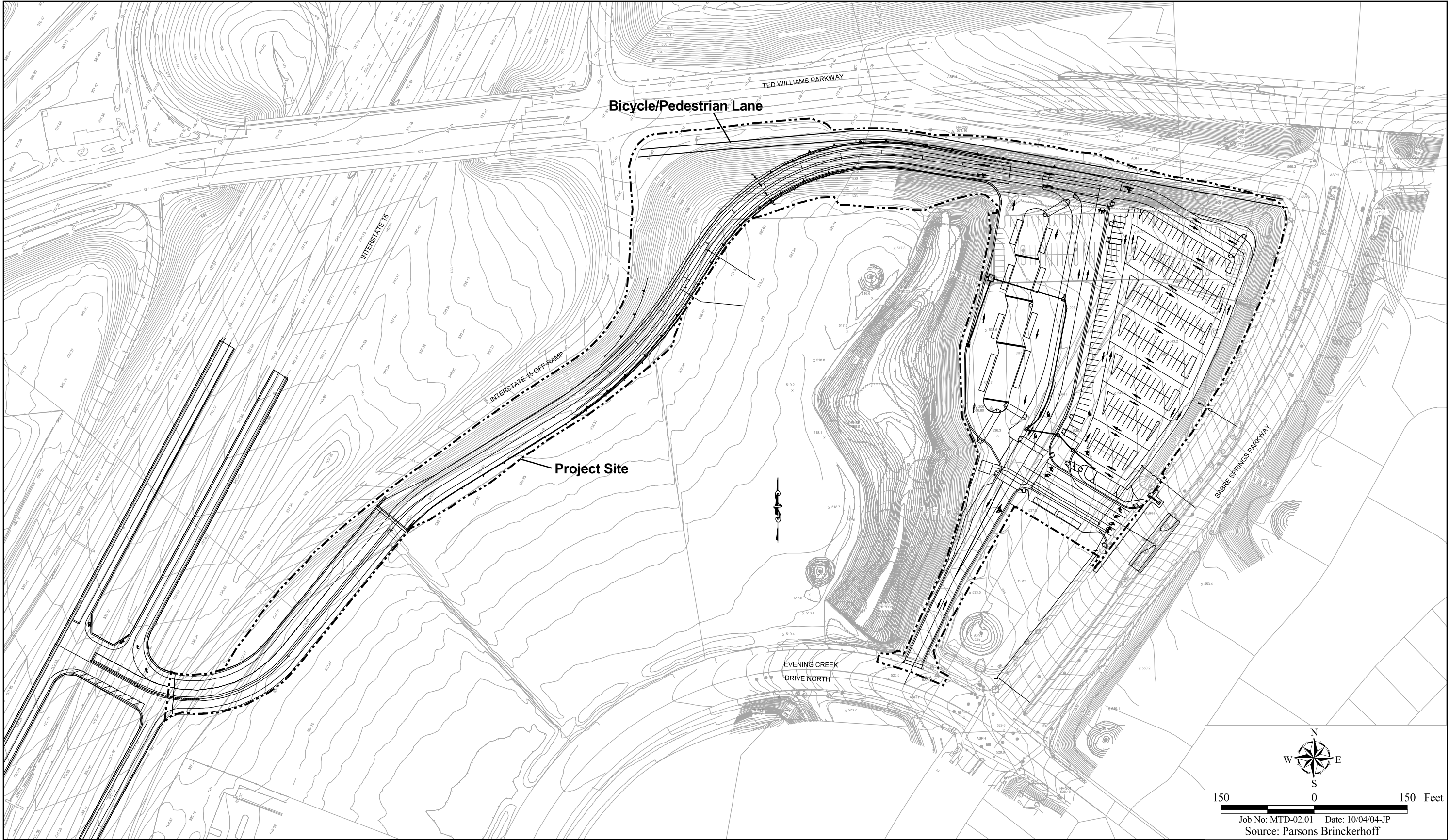
SABRE SPRINGS/PENASQUITOS BUS RAPID TRANSIT CENTER

Figure 1



Project Vicinity Map

SABRE SPRINGS/PENASQUITOS BUS RAPID TRANSIT CENTER



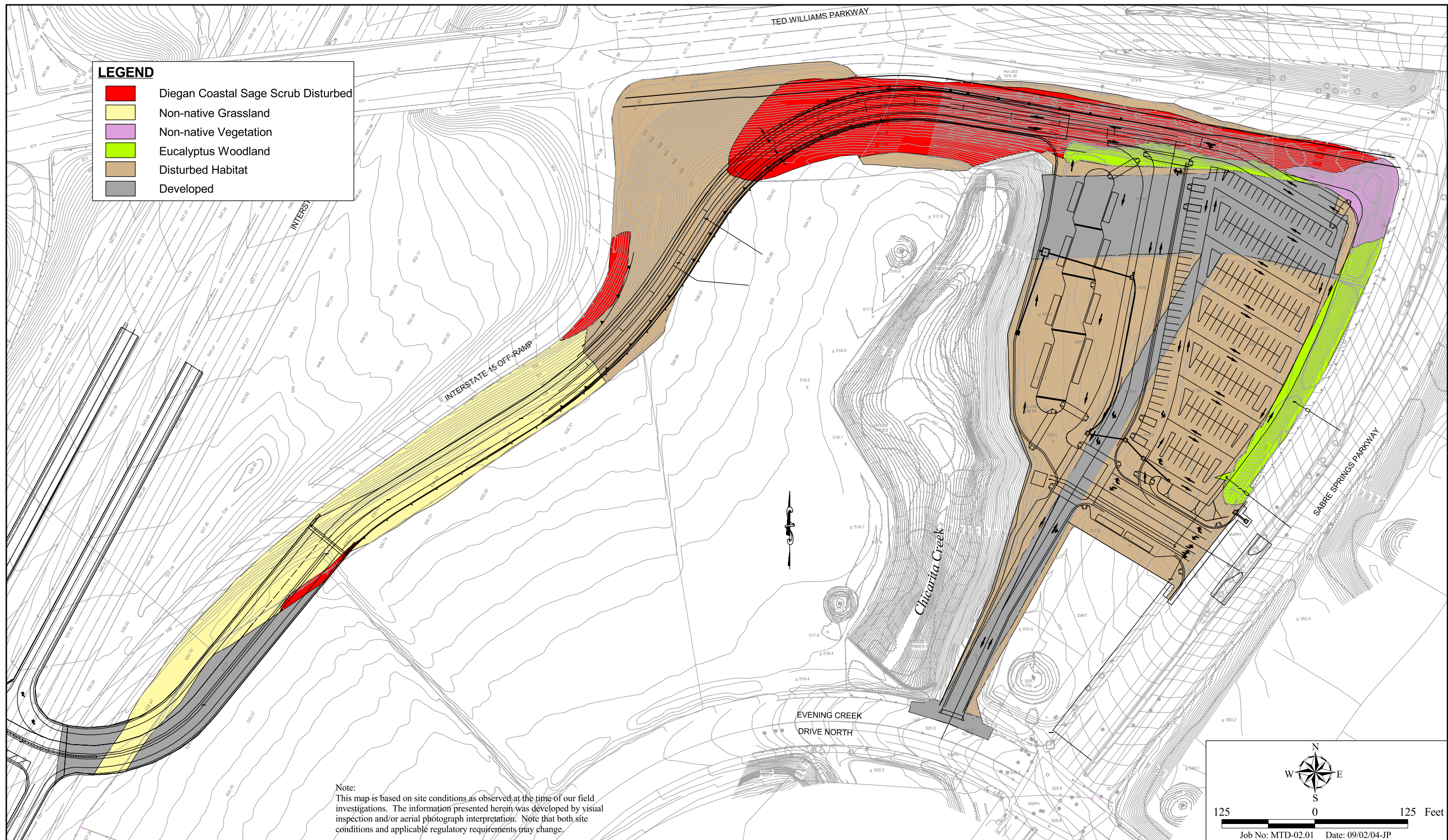
Site Plan

SABRE SPRINGS/PENASQUITOS BUS RAPID TRANSIT CENTER



Previous Site Plan

SABRE SPRINGS/PENASQUITOS BUS RAPID TRANSIT CENTER



Vegetation Map/Impacts

SABRE SPRINGS/PENASQUITOS BUS RAPID TRANSIT CENTER